Abstract

A locking mechanism (6) is provided to block the internal combustion engine (1) at prepositioned cranking angle after shutting down. Preferably, the crankshaft of the engine is positioned at a crankshaft angle that is favorable for cranking. Prepositioning of the crankshaft angle results in a lower first compression torque and therefore increases kinetic energy stored in the crankshaft lumped inertia. The required maximum torque of the cranking aid (2a, 2b, 2c) can therefore be reduced.